



November 12, 2001
American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

To Whom It May Concern:

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

A

My husband and I, residents of Cool, frequently use this trail to commute between Cool and Auburn. This trail is the only legal trail open to mountain bikers that connects the two towns. Riding on highway 49 is NOT an option. It is extremely dangerous, as it lacks a bike lane, has no shoulder, and has high traffic.

I realize that the cost of a bridge would be large. Another lower cost alternative to a bridge would be the construction of a new trail that goes from the dam Overlook to either hwy. 49 at the river, crosses the river at "no hands bridge" then continues up to Cool, linking up possibly to the Olmstead Loop trail.

I fully support the plan to restore the river back to its channel. This is something that should be done. However, there needs to be an alternate trail route made available to mountain bicyclists. Unlike the equestrians, runners, hikers, etc., who will still have access between Auburn and Cool by way of the Western States Trail and the "no hands bridge", mountain bicyclists will NOT have and optional trail route to take. Therefore, it is critical that a new trail alternative be made available to ALL user groups, including mountain bicyclists.

I hope that mitigation for closing the existing trail would include all or partial funding for constructing a new trail. Additionally, I would hope that at the time the Auburn to Cool trail is closed, a new legal access trail be made available at that same time (even if it is only temporary, until a permanent trail could be constructed).

Sincerely,

Tanya Meeth
P.O. Box 812
Cool, CA 95614

530-823-7448

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-101

Fax Transmittal Cover Sheet

To: - Surface Water Resources, Inc.

From: Egli

Fax Number:

Date: Sat, Nov 10, 2001 • 9:21 AM

Pages, including cover: 4

If there is difficulty with this transmission, please call: (530) 889-9048

Note:

Draft EIS/EIR Comments

American River Pump Station Project

from:

Peggy Egli

313 Riverview Drive

Auburn, CA 95603

NOV-10-01 SAT 9:26 AM

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Peggy Egli,
313 Riverview Drive, Auburn CA 95603

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To:

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento CA 95825

From:

Peggy Egli
313 Riverview Drive, Auburn CA 95603
(530) 889-9048
eegli@onemain.com

November 10, 2001

Regarding: Comments on Draft EIS/EIR for American River Pump Station Project

The draft EIR fails to consider the impact of projects on homes located in the Riverview Drive and the north end of Maidu Drive.

A

These canyon-edge homes, particularly #140-#401 Riverview Drive and adjacent homes on Maidu are directly above the de-watered stretch of the American River. Residents here will be severely affected by construction noise, traffic, and increased fire danger.

I live on the canyon side of Riverview Drive, almost at its intersection with Skyridge Drive. We moved here from Minnesota in September, 2000. From my home above the canyon, I can see a portion of paved, non-public road heading north from the PCWA facility on Maidu, and my property is directly above and west of this road as it continues north. I can see the river bed from its northernmost dry point, to the bend around Robie Point. I look directly across to the east-side keyway. I can hear the substation, the seasonal construction work on the pumps, and joggers, horses, and occasional motorized small vehicles on the non-public road immediately below us. Section 3-296 of the EIR fails to include our area as "sensitive receptors", which we certainly are.

Traffic Impacts

The northernmost end of the public portion of Maidu Drive joins Riverview Drive at about #399 Riverview Drive. Originally Riverview Drive dead-ended here. Now, an increasing amount of traffic uses this street (continuing on to Skyridge Dr., Sacramento St., and Auburn-Folsom Rd.) as a shorter route between town and the Bureau of Rec. building on Maidu (used by ARD), PCWA facilities, and canyon recreation. Consequently, users of this route also impact homes on Skyridge Drive and Sacramento Street.

NOV-10-01 SAT 9:27 AM

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- A. Please refer to individual responses L-101.B through L-101.H.
- B. Please refer to Master Response 3.1.6, Public River Access Features.
- C. The construction access route for the Proposed Project as described in the Draft EIS/EIR avoids Riverview Drive. Additionally, the construction contractor specifications would include stipulations that require construction workers to only use the approved access route. This information is included in Chapter 3.0, Section 3.14.2.5, Environmental Protection and Mitigation Measures and in the Mitigation Plan (Appendix D). This change does not alter the impact conclusions presented in the Draft EIS/EIR.
- D. Please refer to Master Response 3.1.10, Project Access.
- E. The Draft EIS/EIR recognizes that the Proposed Project would result in potentially significant construction-related noise impacts upon residents within the City of Auburn and proposes environmental protection and mitigation measures, including noise monitoring and modification of construction activities, when necessary, to ensure compliance with the City of Auburn noise ordinance. The evaluation of noise impacts considers the anticipated noise level increase that might occur at the Ridgetop Homes because these were determined nearest to the project site; however, this evaluation does not dismiss the potential for impact at homes further from the site such as those along Riverview Drive. The proposed mitigation elements would benefit all residential areas affected by the project.

As described in the Draft EIS/EIR, the operational noise associated with the Proposed Project would be less than under current conditions (page 3-317) for all areas within hearing range of the project.

Peggy Egli,
313 Riverview Drive, Auburn CA 95603

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B

Riverview Drive is constructed for minor use, with poorly banked curves, variable to no shoulders and no sidewalks, and no traffic control at the Maidu/Riverview intersection. Its straight portion encourages speeders. All homes front onto the street. It is used by many pedestrians of all ages. If there is no mitigation, we will likely see considerably higher traffic levels and be less safe. *Recreational river access traffic should be prevented from using Riverview Drive.*

C

The draft EIR states that no construction traffic is to use Pacific Avenue (p. 3-294). *A similar prohibition needs to be in place for Riverview Drive.* The construction access road below Riverview Drive is < 500' from homes, putting it closer to us than to any other canyon-rim neighborhood. Residents should not also have to put up with increased on-street construction worker traffic.

D

Some Maidu Drive residents favor recreational use access via Pacific Avenue, a narrower street in a mixed-use area that includes multiple housing and a pre-school. In contrast, Maidu was engineered to carry Hwy. 49 traffic coming across the dam. Traffic entering the canyon via Pacific Ave. would travel south just below Riverview Drive homes, creating significant traffic and noise where none currently exists. It would also increase fire danger close below those homes. *The Pacific Avenue access should not be used.*

E

No information is given in the EIR as to noise levels due to construction or pump operation for Riverview Drive.

F

No information is given in the EIR as to views of the pump station, rock fill, or parking areas for Riverview Drive. Current views that are partially blocked by trees will likely become clearer as we reduce fuel loads by clearing the hillside below our homes in order to improve fire safety. Figure 3.9-1 of the EIR has no information on our neighborhood.

Recreational traffic trips are underestimated.

G

Use of Oregon bar as a boating take-out with a two-car shuttle means that there would be four trips into that area per parking slot user. Upstream put-ins, perhaps at the confluence, would also experience increased use if the Oregon Bar takeout provides new put-in possibilities.

If the proposed parking areas are full, cars will travel from Auburn-Folsom Rd. along Maidu to the entrance gate in vain; even if they are turned away, they have still made the trip. *A "full" sign on Auburn-Folsom and Maidu would prevent some excess travel.*

H

The air pollution impact of recreational car trips is underestimated.

The LB/day estimate of vehicle-emitted pollutants in Section 3-304 of the draft EIR appears to be based on 100 trips per day. However, emissions exceed

- F. Views selected for the visual analysis of the Proposed Project and alternatives were meant to be representative, rather than all-inclusive. Generally, the overall visual quality of the project site is expected to be enhanced due to careful architectural consideration of materials selected for construction of the pump station and related facilities, when compared to the seasonal pump station facility and above-ground transmission pipeline. Additionally, implementation of the river restoration component would be considered an improvement in overall visual quality, relative to existing or No Action/No Project Alternative conditions. The removal of fuel loads, and the potential impacts upon visual resources within the canyon are beyond the scope of this document and appropriately are under consideration as part of the Fire Management environmental review process.
- G. Please refer to Master Response 3.1.6, Public River Access Features.
- H. The lead agencies, in consultation with CDPR, have reduced the total number of parking spaces proposed at the site. Please refer to response L-3.C for an updated analysis of vehicle-related air quality emissions.



11/10/01

9:21 AM

3/3

Peggy Egli.
313 Riverview Drive, Auburn CA 95603

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allowable limits at the 210 trips/day estimated by the EIR, I figure I believe is an underestimate. The area's worst air pollution problems occur in summer, when peak recreational river use is anticipated. *Consequently, the number of parking spaces should be reduced.*

There is critical danger from fire in this area.

The EIR's claim that a fire mitigation plan "will be prepared" is insufficient assurance to residents at the highest risk, including myself. *The project cannot go ahead as proposed without all safety measures in place before its approval,* since both construction and recreation will increase the risk of fire.

The portion of the American River between Oregon Bar and upstream of the confluence includes some of its very steepest slopes (hence the dam siting), in conjunction with the highest-density canyon-rim homes. This unique combination greatly increases both the danger and consequences of fire in the region. No other public use areas of the American River are at higher risk than this region. Therefore, *public use should be minimal and the number of parking spaces significantly reduced.* Mechanical fee-collection gates that monitor occupancy might then be used to control the number of vehicles entering the area.

Fire danger mitigation should include some *clearing of hillsides* below canyon-rim homes, such as below the Shirland Canal. Residential property below the canal is nearly impossible to maintain due to lack of access and steep slopes.

ORV use of the river bottom needs to be prevented. Unless gates are constantly staffed, this cannot be done.

Noise and dust during construction will cause me to use significantly more electricity.

I enjoy fresh air. I do my best to avoid using air conditioning, and I line-dry my clothes. Construction noise and dust will force me inside and I will cool my home and dry my clothes with electricity instead. Surely I am not alone here; the construction phase of this project will seriously and adversely affect our quality of life.

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- I. Please refer to Master Response 3.1.9, Fire Management.
- J. Off-road vehicle use would not be permitted in the project area. The entrance booth would be staffed during all hours of operation and the gate would be closed and locked at all other times. Please refer to Master Response 3.1.6, Public River Access Features.
- K. While it is recognized that the construction of the American River Pump Station Project likely would create higher noise levels in the study area, these are expected to be minimized by the implementation of the extensive environmental protection measures incorporated into the Proposed Project as described in the Draft EIS/EIR (Section 2.3, page 2-31). Implementation of these measures would include limited hours for activities that generate high noise levels. Excessive dust levels would not be expected during construction due to the rocky nature of the ground at the project site. However, applicable dust control measures are included in the Mitigation Plan (Appendix C) and identified in Chapter 2.0, Description of Alternatives, Section 2.3, Environmental Protection and Mitigation Measures in the Final EIS/EIR. Additionally, mitigation includes on-going monitoring for effectiveness of emission control measures, inspections by local air pollution control district authorities, and a public outreach element that would permit the public to obtain information and provide input regarding project construction activities.

L-102

FAX MEMO

November 9, 2001

To: American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 10
Sacramento, CA 95825

From: Mary Abbott
P.O. Box 6283
Auburn, CA 95604
(530) 346-7155 ph
(530) 346-7177 fax

RE: Draft EIS/EIR

I spoke briefly at the public hearing held in Auburn last month. I am faxing to you now a copy of my written comments, which I just emailed a few minutes ago to Carol Brown at your office. (I was told was okay when I called your office at about 1:00 p.m. today.)

I thought it best that I fax these as well, just to make sure you received them, complete with a signature.

NOV- 9-01 FRI 4:08 PM

P. 1

Mary Abbott

From: Mary Abbott <mabbott@wizwire.com>
 To: <brown@swri.net>
 Sent: Friday, November 09, 2001 3:49 PM
 Subject: RE: American River Pump Station Project

I am writing in response to the Draft EIS/EIR for the American River Pump Station Project.

Overall, I believe this is a great project--increasing Placer County's water supply while improving safety and restoring a portion of river. However, it pits one recreation interest against another. While whitewater boaters will have a new section of river to run, hikers, bikers, runners and equestrians will lose access to miles and miles of trails. I would like to see the final EIS/EIR address this impact--the closure of the Auburn to Cool trail--more thoroughly. Presently, the document states that "Due to its popularity and use in special events, this closure would result in a significant unavoidable impact." My question is, whose conclusion is that this impact is "unavoidable"? There are solutions. One would be the construction of a bridge to cross the river and keep the Auburn to Cool trail open. A new alternative should be developed to address this so-called "unavoidable" impact. Additionally, I believe there needs to be more study of the amount of recreational use of this trail. Though I cannot claim to have read the entire document cover to cover, I did not find any thorough study of this issue. On page 3-204, there is a statement: "The anticipated construction, operation, and maintenance impacts on recreation were assessed in part by consulting with Reclamation and CDPR staff." These are knowledgeable professionals, still I believe there should have been more study and documentation of trail use.

The Auburn area is known nationwide--and even increasingly internationally--for the Western States 100 mile endurance run and equestrian Tevis Cup. Horsemen make a significant contribution to the local economy. Decreasing trail access from Auburn to Cool will have an economic impact. This too should be studied. Also, if the trail is closed, there will be more trailers driving from Auburn to Cool via Highway 49 to access Cool side trails. This will not make commuters and weekend motorists happy, as you would know if you have ever been stuck behind a gooseneck trailer on the uphill curves!

Re: the current preferred alternative. If new roadways and parking lots are to be constructed, please consider impact on equestrian trails. Please do not cover current trails with roadway. If trails must be covered, new dirt trails for equestrians should be constructed along side the roads. I am also wondering whether either of the two new parking areas (Auburn Site and Oregon Bar) will have spaces for horse trailers. I did not see such specifically mentioned in the Draft EIS/EIR. At least one of the new lots, I believe, should have horse trailer access for a minimum of six rigs. Currently, the trailhead at the Overlook is often packed with trailers on the weekend. It would be great to increase parking for horse trailers!

In summary, most important, I believe, is keeping the Auburn to Cool trail open. The plan to increase water supply while restoring the river is excellent. The plan, however, stops short of doing the best it can for our area. There should be no need to trade off one form of recreation for another. Many people live in Auburn because they love the quality of life in this region--which includes great recreational opportunities. The current preferred plan would, overall, decrease these opportunities. Let's take the plan a step further and meet the needs of ALL current recreationists, and not trade off one for another.

Thank you for considering my comments.

Mary Abbott
 (Equestrian--who also hikes, runs, rides a mountain bike, and is a former professional raft guide!)
 P.O. Box 6283
 Auburn, CA 95604



11/9/01

NOV-9-01 FRI 4:08 PM

P. 2

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.